

AGENDA



Environmental Advisory Council
Monday, July 18, 2016, 7:30 P.M.
Township Administration Building
8230 Old York Road, Elkins Park, PA 19027

- 7:30 P.M. 1. Approval of the June 20, 2016 Meeting Minutes
- 7:35 P.M. 2. Committee Reports
 A. Communications and Engagement
 B. Water and Ecology
 C. EAC School Board Liaison
 D. Energy and Emissions
- 8:00 P.M. 3. Old Business
 A. Continued discussion regarding electronic voting/electronic meetings
 B. Review of outreach to other Township groups
- 8:20 P.M. 4. New Business
 A. Proposed Regulation of Bamboo (see attached)
 B. Update on LED Audit (see attached)
 C. Potential Participation in SolSmart (see attached)
 D. Discussion about Young Lungs at Play (see attached)
 E. Discussion about an Anti-Idling Ordinance (see attached)
- 9:00 P.M. 5. Adjournment

A handwritten signature in black ink, appearing to read "Bryan T. Havir".

Bryan T. Havir
Township Manager

Township of Cheltenham

Montgomery County, Pennsylvania

Board of Commissioners

Morton J. Simon, Jr., *President*
Daniel B. Norris, *Vice President*
Irv Brockington
Baron B. Holland
Brad M. Pransky
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J. Andrew Sharkey

Township Manager
Bryan T. Havir



Administration Building
8230 Old York Road
Elkins Park, PA 19027-1589

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MEMORANDUM

TO: Public Works Committee
FROM: Bryan T. Havir, Township Manager *BTH*
Alyson Elliott, Assistant Township Manager *AEL*
DATE: July 1, 2016
RE: Proposed Amendments to Chapter 188: Nuisances
Regulation of Bamboo, Vehicles and Commercial Storage Containers

Per the request of the Board of Commissioners, please find attached for your review and consideration a draft ordinance proposing to amend Chapter 188: Nuisances, of the Township Code in order to address two issues: 1) vehicles and storage containers and 2) bamboo.

The first issue addressed is how vehicles and storage containers may be placed or stored on a property. Section 188-4.A. and 188-4.B. have been moved from the Property Maintenance Chapter (215) of the Code and placed in the Nuisance Chapter. Section 188-C. is a new section that requires vehicles to be parked on all weather surfaces at all times; however, several exemptions have been carved out: parking on the grass may be permitted during community- or township-organized events, while washing a vehicle, and/or for a limited number of days in a calendar year to accommodate overflow parking needs.

The proposed revisions to the Nuisance Chapter are one way to address parking on unsuitable surfaces, particularly on properties that have been developed. Township staff recommends reviewing the Parking section of the Township's Zoning Ordinance under the zoning review update process to address parking requirements. In addition to other changes, the Board of Commissioners may desire to amend the Parking Ordinance to address materials required for parking lots, driveways and other access ways.

Section 188-4 also includes regulations regarding the parking or storage of recreational vehicles as well as the placement of commercial storage containers on a property. The intent of these regulations is to prevent the parking of these vehicles and containers on public streets or in the front yard for a considerable length of time.

This ordinance also proposes a new section 188-2.D., which proposes regulations controlling bamboo, a non-native plant that is considered an invasive species in this area. This section prohibits the planting or growing of bamboo in the Township and requires property owners who currently have bamboo on their property to remove it. Bamboo may be grown or planted on a property if it is planted in above-ground containers or, if planted in the ground, it is contained by a barrier meeting the criteria established in the ordinance. This ordinance also provides restrictions on and remedies for encroachment on neighboring property, roads, sidewalks, and other public rights-of-way. The regulations in this section are modeled after those adopted by Abington Township.

This ordinance is still in draft form, as it has only been preliminarily reviewed by staff.

cc: Joseph Bagley, Township Solicitor
Henry Sekawungu, Director of Planning and Zoning
Mike Fleming, Public Works Coordinator, Code Official
John Frye, Acting Chief of Police
Joe O'Neill, Fire Marshal

BOARD OF COMMISSIONERS
CHELTENHAM TOWNSHIP

MONTGOMERY COUNTY, PENNSYLVANIA

ORDINANCE NO. _____

AN ORDINANCE AMENDING THE CODE OF ORDINANCES OF THE TOWNSHIP OF CHELTENHAM, MONTGOMERY COUNTY, PENNSYLVANIA, PART II (GENERAL LEGISLATION), TO AMEND CHAPTER 215 ENTITLED "PROPERTY MAINTENANCE" TO DELETE A CERTAIN PROVISION REGARDING VEHICLES; TO AMEND CHAPTER 188 ENTITLED "NUISANCES"; TO ADD AND/OR REVISE CERTAIN PROVISIONS REGARDING THE STORAGE OF UNLICENSED AND UNINSPECTED VEHICLES, THE OUTDOOR DISASSEMBLY OF VEHICLES, TO REGULATE VEHICLES BEING PARKED ON GRASS, TO REGULATE RECREATIONAL VEHICLES AND EQUIPMENT, TO REGULATE COMMERCIAL STORAGE CONTAINERS, TO CONTROL THE PLANTING, GROWING AND CULTIVATION OF CERTAIN RUNNING BAMBOO GRASSES, TO REQUIRE BARRIERS AND PREVENT THE INVASIVE SPREAD OF EXISTING RUNNING BAMBOO ONTO OTHER AREAS OF THE TOWNSHIP, AND TO AMEND THE VIOLATIONS AND PENALTIES SECTION OF THIS CHAPTER

WHEREAS, the Township of Cheltenham (the "Township"), pursuant to the provisions of the "First Class Township Code", 53 P.S. §56502.26 is authorized to make regulations prohibiting and removing nuisances on public or private grounds, and to require the removal of the same by the owner or occupier of such grounds.

NOW, THEREFORE, the Board of Commissioners of the Township of Cheltenham does hereby ENACT and ORDAIN as follows:

SECTION I. Amendment to Code.

A. Amend §215-2.A(18) to read as follows (new text in bold): "Delete Section 302.8 Motor vehicles. (See Cheltenham Code, Chapter 188).

SECTION II. Amendment to Code.

A. Add a new §188-4 entitled "Vehicles." as follows (new text in bold):

§188-4 Vehicles.

- A. Unlicensed or uninspected vehicles. Except as provided for in other Township regulations, no vehicle which is unlicensed or does not possess a valid state inspection sticker shall be parked, kept or stored on any premises within the Township. The following exceptions shall apply to this subsection:**
- 1) A vehicle registered as an antique, classic or vintage vehicle which does not require a state inspection sticker.**
 - 2) An inoperable or unlicensed vehicle may be stored inside a permanent, enclosed structure designed and approved for such purposes.**
- B. Disassembled vehicles; vehicles being repaired. No vehicle shall at any time be in a state of major disassembly, disrepair, or in the process of being stripped or dismantled on any premises within the Township. The following exceptions shall apply to this subsection:**
- 1) A vehicle of any type is permitted to undergo major overhaul, including body work, provided that such work is performed inside a permanent, enclosed structure designed and approved for such purposes.**
 - 2) Painting of a vehicle is prohibited unless conducted inside a code-compliant spray booth.**
- C. Parking on grass and unpaved areas. A vehicle may only be parked on all-weather surfaces including, but not limited to: asphalt, concrete, gravel or crushed stone, paver blocks or approved pervious pavement (hereinafter "Paved Areas"). Parking a vehicle on grass or dirt or other than Paved Areas is prohibited, except as otherwise set forth below. The following exceptions shall apply to this subsection:**
- 1) Parking a vehicle on grass, dirt or other than Paved Areas on public property at community-organized or township-organized events, as approved by the applicable public entity.**
 - 2) Parking a vehicle on grass, dirt or other than Paved Areas on private property not more than seven (7) days in a calendar year.**
 - 3) Parking a vehicle on grass, dirt or other than Paved Areas only while washing personal vehicles.**
- D. Recreational vehicles and equipment. A recreational vehicle or recreational equipment, including, but not limited to a boat and boat trailer, travel trailer, pick-up camper or coach, motorized dwelling, tent trailer, trailer (recreation and utility), school bus, passenger van, all-terrain vehicle, or similar equipment (hereafter "RV") shall not be parked or stored overnight on any public street, nor shall such a vehicle and/or equipment be stored on any residential property in front of the principal building's front building line. Such RV may, however, be parked for a period not exceeding a total of three (3) days in a calendar year on a public street only during loading or unloading. No such RV shall be used for living,**

sleeping or housekeeping purposes when parked or stored in conformity with this subsection.

E. Commercial storage containers.

- 1) **Permit required.** The placement of a commercial storage container shall require a Township permit and payment of a fee in advance, in accordance with the Township fee schedule, which may be amended from time-to-time.
- 2) **Location of storage container.** A commercial storage container shall be placed on driveways or behind the principal building's front building line, provided, however, that the location of the storage container does not conflict with site distance, utilities, or other code limitations. If placement on a driveway or behind the principal building's front building line is not feasible or code-compliant, the storage container may be placed in the front yard or on a public street, subject to review and approval of the Township.
- 3) **Length of permit.** A commercial storage container permit may be issued for a period of not more than 15 days. The permit may be renewed in increments of not more than 15 days for a maximum total of 60 days.

B. Re-number "§188-4. Enforcement; removal of nuisances." to "§188-5. Enforcement; removal of nuisances."

C. Re-number "§188-5. Violations and penalties" to "§188-6. Violations and penalties." and amend to read as follows (new text in bold):

Violations and Penalties. Any person, firm or corporation violating any of the provisions of this Ordinance shall, in addition to other charges hereinbefore provided for, upon conviction before any Magisterial District Justice, be guilty of a summary offense and shall be required to pay a fine not exceeding \$1,000 and costs of prosecution. Each and every day on which any person, firm or corporation shall be in violation of this Ordinance shall constitute a separate offense.

D. Add a new §188-2.D. entitled "Bamboo." as follows (new text in bold):

- (1) **Purpose and Intent.** The purpose of this section is to control the planting, cultivating or growing of certain running bamboo grasses in the Township of Cheltenham; and to require barriers to prevent the invasive spread of existing running bamboo into other areas of the Township.
- (2) **General Provisions.**
 - (a) **For the purpose of this Chapter, Bamboo found growing on a property shall constitute presumptive evidence that the Bamboo was planted and/or grown by and/or with the consent of the property owner, tenant, or other individual, entity or corporation having control of the property.**

- (b) **Prohibition.** Excepted as provided in §188.2.D.(3)(d) of this Code, upon the effective date of this Chapter, the planting or growing of Bamboo shall be prohibited within the Township and no persons, property owners, tenants, or other individuals, entities or corporations having control of property within the Township shall plant, cultivate, or cause to grow, any Bamboo on any lot or parcel of ground within the Township. Any person who thereafter plants or grows, or causes or allows to be planted or grown Bamboo within the Township shall be deemed to be in violation of this Chapter and shall be subject to such penalties as are set forth herein.
- (c) **This Ordinance shall not be deemed to alter any rights at common law or otherwise that any property owner may have to recover the cost of removal of Bamboo on their own property that has run over from a neighboring property.**
- (d) **Exceptions.**
- i. **The root system of such Bamboo plants is entirely contained within an above ground level planter, barrel or other vessel of such design, material and location as to entirely prevent the spread of growth of the Bamboo plants' root system beyond the container in which it is planted; or**
 - ii. **The root system is fully contained within a barrier, constructed in accordance with the follow specifications, and only after a compliance inspection is performed and a permit issued by the Township:**
 - a. **The barrier itself shall be composed of a high density polypropylene or polyethylene, with a thickness of 40 mL or more;**
 - b. **Each section of the barrier shall be secured or joined together by the use of stainless steel clamps or stainless steel closure strips designed to be used with such barriers;**
 - c. **The barrier shall be installed not less than 30 inches deep;**
 - d. **The barrier shall be circular or oblong shaped;**
 - e. **Not less than three inches of the barrier shall protrude above ground level and the entire perimeter of the Bamboo;**
 - f. **When installed, the barrier shall slant outward from the bottom to top.**
 - g. **Whether planted or growing in a container, as described herein, all Bamboo plants shall be located, trimmed and maintained so that no part of the plant, including the root**

system of the plant, shall be closer than ten (10) feet from any pavement, sidewalk or public road within the Township. In addition, all Bamboo plants shall be maintained such that the portion of the plant that is above ground shall be trimmed back to a point at least twenty (20) feet from any pavement, sidewalk, or public road within the Township.

- (e) Any Bamboo that has been planted or otherwise permitted to grow on any property within the Township prior to the effective date of this Chapter may remain on such property subject to compliance with the following:
- i. The Bamboo shall not be closer than ten (10) feet from any pavement, sidewalk, or a public road within the Township. In addition, all Bamboo plants shall be maintained such that that portion of the plant that is above ground shall be trimmed back to a point at least twenty (20) feet from any pavement, sidewalk or public road within the Township.
 - ii. Any Bamboo Owner whose property contains Bamboo shall remove and abate the growth of Bamboo, including the root system of the plant, within ten (10) feet of edge of pavement or traveled portion of a public road in the Township. In addition, all Bamboo plants shall be maintained such that that portion of the plant that is above ground shall be trimmed back to a point at least twenty (20) feet from any pavement, sidewalk or public road within the Township.
 - iii. Each Bamboo Owner shall be responsible to ensure that the Bamboo planted or growing on the property prior to the effective date of this section is maintained such that it does not encroach or grow upon any adjoining or neighboring property or properties, including all public property and public rights-of-way.
 - iv. If the Township Enforcement Officer determines that any portion of such Bamboo has been allowed to grow upon, extend roots across, or extend branches, stalks or leaves over any public right-of-way or any private property not owned by or in the possession of such land owner, the property owner or possessor shall be required to comply with the provisions of §188.2.D.(3)(d)ii. above.
- (f) **Removal from Township Property.** In the event that the Bamboo Owner does not remove or contract for the removal of the Bamboo from Township property, or does not make an arrangement with the Township for removal of such Bamboo within thirty (30) days from the date the Township first provided notice, the Township, at its discretion, may take the appropriate steps to effectuate the removal or arrange for the removal of such Bamboo, including but not limited to filing an action in equity. The Bamboo Owner shall be liable and responsible to the Township for all costs incurred in removing the Bamboo from Township property, including reasonable

attorney's fees. Such costs may be assessed against the property of the Bamboo Owner and entered as a lien on the property. Nothing herein shall be construed as to create any affirmative obligation on the part of the Township to abate or remove any Bamboo within the Township.

- (g) **Replanting prohibited.** Any Bamboo either planted or caused to be planted or existing on a property prior to the effective date of this Chapter may not be replanted or replaced in kind once such running Bamboo is or has become, for any reason, dead, destroyed, uprooted or otherwise removed, unless such replanting is consistent with the provisions of this Chapter that apply to new plantings.

E. *Amend §188-1 "Definitions" to include the following (new text in bold):*

Add a new definition of "Bamboo" – Any monodopodial (running) tropical or semi-tropical grasses from the genera Bambus including, but not limited to Bambusa, Phyllostachys, Fallopiia and Psuedosasa as well as Common Bamboo, Golden Bamboo, Arrow Bamboo, and Japanese Bamboo.

Add a new definition of "Bamboo Owner" – Any property owner or resident who has planted and/or grows Bamboo, or who maintains Bamboo on his/her property, or who permits Bamboo to grow or remain on the property even if the Bamboo has spread from an adjoining property. Any property owner of or resident at property on which Bamboo is found on the property will be considered a Bamboo Owner, except any property owner or resident who:

- A. **has provided satisfactory proof to the Township that, within a reasonable period of time after discovering the encroachment of Bamboo onto the property from an adjoining or neighboring property, he/she advised the owner of such property of his/her objection to the encroachment of the Bamboo, and**
- B. **has initiated steps for the removal of the Bamboo from the property, including remedies at law.**

Add a new definition of "Township" – The Township of Cheltenham, Montgomery County, Pennsylvania.

SECTION III. Severability.

The provisions of this Ordinance are severable, and if any section, sentence, clause, part or provision hereof shall be held illegal, invalid or unconstitutional by any court of competent jurisdiction, such decision of the court shall not affect or impair the remaining sections, sentences, clauses, parts or provisions of this Ordinance. It is hereby declared to be the intent of the Board of Commissioners that this Ordinance would have been adopted even if such illegal, invalid or unconstitutional section, sentence, clause, part or provision had not been included herein.

SECTION IV. Failure to Enforce not a Waiver.

The failure of the Township to enforce any provision of this Ordinance shall not constitute a waiver by the Township of its rights of future enforcement hereunder.

SECTION V. Effective Date.

This Ordinance shall take effect and be in force from and after its approval as required by the law.

SECTION VI. Savings/Repealer.

Chapter 215, entitled "Property Maintenance," and Chapter 188, entitled "Nuisances," of the Cheltenham Township Code of Ordinances shall remain in full force and effect, save and except as amended by this or any other Ordinance. All other ordinances and resolutions or parts thereof insofar as they are inconsistent with this Ordinance are hereby repealed.

ORDAINED AND ENACTED into an Ordinance this _ day of _____, 2016.

**BOARD OF COMMISSIONERS
TOWNSHIP OF CHELTENHAM**

Attest: _____
Bryan T. Havir, Manager/Secretary

By: _____
Morton J. Simon, Jr., President

Township of Cheltenham

Montgomery County, Pennsylvania

Board of Commissioners

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MEMORANDUM

TO: Public Works Committee
FROM: Bryan T. Havir, Township Manager *BTH*
Alyson Elliott, Assistant Township Manager *AE*
DATE: July 1, 2016
RE: Regional Streetlight Procurement Program
Update on LED Conversion Investment Grade Audit

Township staff will be meeting with representatives of Johnson Controls, Inc. (JCI) on July 5, 2016, to start reviewing and scrubbing the preliminary results of the Investment Grade Audit, with the intent of finalizing the numbers preliminarily presented in the Preliminary Audit.

It is JCI's intention to use the results of the Investment Grade Audit to finalize the Guaranteed Savings Agreement with the Township and make a presentation on the final numbers at the August 3, 2016, Public Works Committee meeting. This will be the point at which the Township will decide whether or not it will participate in the LED upgrade program.

Through the audit process, JCI has identified 3,134 streetlights, which is approximately 200 more than PECO's records. Over the next month, JCI and staff will be reviewing the records to determine whether the additional lights are Cheltenham's or privately-owned. The inventory, in the form of an interactive GIS map, may be accessed from the following link: <http://www.goleds.info/#!cheltenham-township/sroar/>.

Additionally, Township staff and the Delaware Valley Regional Planning Commission (DVRPC) have been made aware of a recent policy statement issued the American Medical Association (AMA), which states that some LED lights may have an impact on human health and the environment, particularly from glare and circadian disruption. The impact of these effects can be minimized by proper shielding and using 3000 Kelvin (K) or lower lighting, which is consider a "warmer" color than the blue, or ultra bright, lighting. A copy of the AMA guidance and following news article are attached with this memorandum.

Prior to the issuance of this statement, Township staff has discussed with JCI its desire to use the warmer colors, similar to the current lighting used throughout the neighborhoods in the entire Township. JCI will work with Township staff during the design process to ensure the Township is happy with the color temperature, shielding and brightness of the lights. JCI and DVRPC will be installing 3000K and 4000K pilot (sample) lights in Springfield Township for all participating municipalities to look at and evaluate. We anticipate they will be installed between July 15 and July 30 and will notify the Board when they are installed. After the Township signs the Guaranteed Savings Agreement, the project will move to the design phase and JCI will install pilot lights within Cheltenham.

Attachments

cc: Bruce Rangnow, Director of Fiscal Affairs
Mike Fleming, Public Works Coordinator
Chris Clewell, Superintendent of Public Works

Doctors issue warning about LED streetlights

THE CONVERSATION

By Richard G. "Bugs" Stevens, The Conversation

Updated 2:00 PM ET, Tue June 21, 2016



Story highlights

- The American Medical Association urges communities to minimize health and environmental risks
- White LEDs are thought to be five times more effective at suppressing melatonin than sodium lamps

The American Medical Association (AMA) has just adopted an official policy statement about street lighting: cool it and dim it (see attached).

The statement, adopted unanimously at the AMA's annual meeting in Chicago on June 14, comes in response to the rise of new LED street lighting sweeping the country. An AMA committee issued guidelines on how communities can choose LED streetlights to "minimize potential harmful human health and environmental effects."

Municipalities are replacing existing streetlights with efficient and long-lasting LEDs to save money on energy and maintenance. Although the streetlights are delivering these benefits, the AMA's stance reflects how important proper design of new technologies is and the close connection between light and human health.

The AMA's statement recommends that outdoor lighting at night, particularly street lighting, should have a color temperature of no greater than 3000 Kelvin (K). Color temperature (CT) is a measure of the

spectral content of light from a source; how much blue, green, yellow and red there is in it. A higher CT rating generally means greater blue content, and the whiter the light appears.

A white LED at CT 4000K or 5000K contains a high level of short-wavelength blue light; this has been the choice for a number of cities that have recently retrofitted their street lighting such as Seattle and New York.

But in the wake of these installations have been complaints about the harshness of these lights. An extreme example is the city of Davis, California, where the residents demanded a complete replacement of these high color temperature LED street lights.

Can communities have more efficient lighting without causing health and safety problems?

Two problems with LED street lighting

An incandescent bulb has a color temperature of 2400K, which means it contains far less blue and far more yellow and red wavelengths. Before electric light, we burned wood and candles at night; this artificial light has a CT of about 1800K, quite yellow/red and almost no blue. What we have now is very different.

The new "white" LED street lighting which is rapidly being retrofitted in cities throughout the country has two problems, according to the AMA. The first is discomfort and glare. Because LED light is so concentrated and has high blue content, it can cause severe glare, resulting in pupillary constriction in the eyes. Blue light scatters more in the human eye than the longer wavelengths of yellow and red, and sufficient levels can damage the retina. This can cause problems seeing clearly for safe driving or walking at night.

You can sense this easily if you look directly into one of the control lights on your new washing machine or other appliance: it is very difficult to do because it hurts. Street lighting can have this same effect, especially if its blue content is high and there is not appropriate shielding. The other issue addressed by the AMA statement is the impact on human circadian rhythmicity.

Color temperature reliably predicts spectral content of light -- that is, how much of each wavelength is present. It's designed specifically for light that comes off the tungsten filament of an incandescent bulb.

However, the CT rating does not reliably measure color from fluorescent and LED lights. Another system for measuring light color for these sources is called correlated color temperature (CCT). It adjusts the spectral content of the light source to the color sensitivity of human vision. Using this rating, two different 3000K light sources could have fairly large differences in blue light content.

Therefore, the AMA's recommendation for CCT below 3000K is not quite enough to be sure that blue light is minimized. The actual spectral irradiance of the LED -- the relative amounts of each of the colors produced -- should be considered, as well.

The reason lighting matters

The AMA policy statement is particularly timely because the new World Atlas of Artificial Night Sky Brightness just appeared last week, and street lighting is an important component of light pollution.

According to the AMA statement, one of the considerations of lighting the night is its impact on human health.

In previous articles for *The Conversation*, I have described how lighting affects our normal circadian physiology, how this could lead to some serious health consequences and most recently how lighting the night affects sleep.

In the case of white LED light, it is estimated to be five times more effective at suppressing melatonin at night than the high pressure sodium lamps (given the same light output) which have been the mainstay of street lighting for decades. Melatonin suppression is a marker of circadian disruption, which includes disrupted sleep.

Bright electric lighting can also adversely affect wildlife by, for example, disturbing migratory patterns of birds and some aquatic animals which nest on shore.

Street lighting and human health

The AMA has made three recommendations in its new policy statement:

1. First, the AMA supports a "proper conversion to community based Light Emitting Diode (LED) lighting, which reduces energy consumption and decreases the use of fossil fuels."
2. Second, the AMA "encourage[s] minimizing and controlling blue-rich environmental lighting by using the lowest emission of blue light possible to reduce glare."
3. Third, the AMA "encourage[s] the use of 3000K or lower lighting for outdoor installations such as roadways. All LED lighting should be properly shielded to minimize glare and detrimental human and environmental effects, and consideration should be given to utilize the ability of LED lighting to be dimmed for off-peak time periods."

There is almost never a completely satisfactory solution to a complex problem. We must have lighting at night, not only in our homes and businesses, but also outdoors on our streets. The need for energy efficiency is serious, but so too is minimizing human risk from bad lighting, both due to glare and to circadian disruption. LED technology can optimize both when properly designed.

Richard G. "Bugs" Stevens is a professor in the School of Medicine at the University of Connecticut.

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<http://www.cnn.com/2016/06/21/health/led-streetlights-ama/>



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June 14, 2016

AMA Adopts Community Guidance to Reduce the Harmful Human and Environmental Effects of High Intensity Street Lighting

For immediate release:

June 14, 2016

CHICAGO - Strong arguments exist for overhauling the lighting systems on U.S. roadways with light emitting diodes (LED), but conversions to improper LED technology can have adverse consequences. In response, physicians at the Annual Meeting of the American Medical Association (AMA) today adopted guidance for communities on selecting among LED lighting options to minimize potential harmful human and environmental effects.

Converting conventional street light to energy efficient LED lighting leads to cost and energy savings, and a lower reliance on fossil-based fuels. Approximately 10 percent of existing U.S. street lighting has been converted to solid state LED technology, with efforts underway to accelerate this conversion.

"Despite the energy efficiency benefits, some LED lights are harmful when used as street lighting," AMA Board Member Maya A. Babu, M.D., M.B.A. "The new AMA guidance encourages proper attention to optimal design and engineering features when converting to LED lighting that minimize detrimental health and environmental effects."

High-intensity LED lighting designs emit a large amount of blue light that appears white to the naked eye and create worse nighttime glare than conventional lighting. Discomfort and disability from intense, blue-rich LED lighting can decrease visual acuity and safety, resulting in concerns and creating a road hazard.

In addition to its impact on drivers, blue-rich LED streetlights operate at a wavelength that most adversely suppresses melatonin during night. It is estimated that white LED lamps have five times greater impact on circadian sleep rhythms than conventional street lamps. Recent large surveys found that brighter residential nighttime lighting is associated with reduced sleep times, dissatisfaction with sleep quality, excessive sleepiness, impaired daytime functioning and obesity.

The detrimental effects of high-intensity LED lighting are not limited to humans. Excessive outdoor lighting disrupts many species that need a dark environment. For instance, poorly designed LED lighting disorients some bird, insect, turtle and fish species, and U.S. national parks have adopted optimal lighting designs and practices that minimize the effects of light pollution on the environment.

Recognizing the detrimental effects of poorly designed, high-intensity LED lighting, the AMA encourages communities to minimize and control blue-rich environmental lighting by using the lowest emission of blue light possible to reduce glare. The AMA recommends an intensity threshold for optimal LED lighting that minimizes blue-rich light. The AMA also recommends all LED lighting should be properly shielded to minimize glare and detrimental human health and environmental effects, and consideration should be given to utilize the ability of LED lighting to be dimmed for off-peak time periods.

The guidance adopted today by grassroots physicians who comprise the AMA's policy-making body strengthens the AMA's policy stand against light pollution and public awareness of the adverse health and environmental effects of pervasive nighttime lighting.

###

Media Contact:

Township of Cheltenham

Montgomery County, Pennsylvania

Board of Commissioners

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MEMORANDUM

TO: Public Works Committee
FROM: Bryan T. Havir, Township Manager *BTH*
Alyson Elliott, Assistant Township Manager *AEL*
DATE: July 1, 2016
RE: Solsmart Program

The Delaware Valley Regional Planning Commission (DVRPC) approached Township staff about participating in Solsmart, a program from the U.S. Department of Energy that offers national recognition and no-cost technical assistance to local governments in order to drive greater solar deployment and affordability in the procurement of solar energy.

If selected, DVRPC and a Solsmart advisor will work with Township staff and the Environmental Advisory Council to evaluate and develop policies, procedures and programs that will help reduce red tape and other soft costs associated with implementing solar energy in Cheltenham Township businesses and homes.

Please find attached a flyer that explains the benefits of the Solsmart program.

Attachment

cc: Environmental Advisory Council

New Designation Program Will Recognize Community Efforts to Promote Solar Energy Adoption



What is SolSmart?

SolSmart is a new community designation program designed to recognize more than 300 communities that have taken steps to make it easier for businesses and residents to go solar. Communities pursuing the SolSmart designation will be eligible for no-cost technical assistance from a team of national solar experts.

The SolSmart program aims to reduce solar “soft costs,” the non-hardware costs of going solar like permitting, financing, and installation. These costs are passed on to solar customers and can increase the time and money it takes to install a solar energy system.

The SolSmart designation program will provide high-profile, national recognition for communities that have made it cheaper and easier for solar customers to invest in solar energy. In addition, achieving designation will let solar companies know that a community is “open for business,” attracting new solar businesses and helping SolSmart communities share the economic development benefits attached to the solar industry.

Who can participate?

Any city or county government in the United States can apply for designation and receive no-cost technical assistance. The SolSmart program is already working with communities in over 20 states and looks forward to working with cities and counties in all 50 states and D.C.



Why participate?

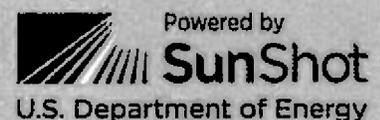
Stakeholder Benefits

- Reducing soft costs can increase return on investment for solar customers. Complex or poorly-defined local government policies and processes can add up to \$2,500 to the cost of going solar.
- Eliminating red tape and making approval processes more efficient can save local governments time and money, helping communities better manage constrained budgets and limited taxpayer resources.
- Improving local processes and policies for going solar can improve business prospects for solar companies. More than one-third of solar installation companies say they avoid serving communities because of permitting difficulties.

Community Benefits

- National recognition on the SolSmart website, media campaign mentions, and other means.
- An opportunity to receive awards for exceeding basic program requirements and further distinguishing your community from its peers.
- The opportunity to host a SolSmart Advisor, a fully-funded temporary staff assigned to between 30-40 communities for up to six months.

Apply Now at www.solsmart.org



New Designation Program Will Recognize Community Efforts to Promote Solar Energy Adoption



How can my community participate?

Any city or county, regardless of previous experience with solar energy, can apply for SolSmart designation. Once a community completes an intake form at www.solsmart.org, our team will review it to determine whether the community meets the criteria requirements for designation. Communities have the opportunity to receive one of three designation levels – Bronze, Silver, or Gold. Communities that do not meet the criteria for a Bronze designation, or those receiving Bronze or Silver, have the opportunity to receive no-cost technical assistance.



SolSmart Advisors

Communities pursuing SolSmart designation have the opportunity to apply to host a SolSmart Advisor. SolSmart Advisors are program-funded and trained staff that will work in a community or region for engagements lasting up to six months. Advisors will evaluate local solar policies, procedures, and programs to develop action plans and apply proven best practices. Through these efforts, Advisors will assist communities in addressing soft costs and achieving SolSmart designation.

Interested communities need to apply to host a SolSmart Advisor. There will be a competitive selection process based on level of need, potential impact, project feasibility, long-term opportunities for Advisors, Early Adopter status, and a commitment to pursue designation. Communities have two application periods – Spring 2016 and Summer 2017 – to apply for a SolSmart Advisor.

About SolSmart

SolSmart is funded by the U.S. Department of Energy SunShot Initiative. A coalition of partner organizations are working together on SolSmart to offer a diverse array of expertise to communities to meet their needs. Team members have extensive experience and familiarity working with municipalities, solar installers, homebuilders, and more.

Designation Program:

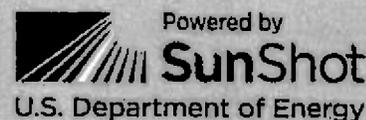
- International City/County Management Association (Lead), National Civic League, Home Innovation Research Labs, Meister Consultants Group, The Solar Foundation

Technical Assistance:

- The Solar Foundation (Lead), National Renewable Energy Laboratory, Meister Consultants Group, National League of Cities, National Association of Counties, Solar Energy Industries Association, Electric Power Research Institute, Regulatory Assistance Project, Brooks Engineering



Apply Now at www.solsmart.org



YOUNG LUNGS AT PLAY

The Southeastern Pennsylvania (SEPA) Tobacco Control Project and Clean Air Council invites Cheltenham Township to join us in eliminating children's exposure to secondhand smoke and harmful litter, at local public parks and playgrounds. The *Young Lungs at Play* is a no-cost tobacco-free parks and playgrounds program supported by the Pennsylvania Department of Health (PA DOH), in partnership with the Health Promotion Council.

The initiative has just been adopted by Montgomery County and has been implemented successfully in other boroughs and townships of the County. Please see the PA DOH Honor Roll

<http://www.health.pa.gov/My%20Health/Healthy%20Living/Smoke%20Free%20Tobacco/Documents/PA%20Honor%20Roll%20FY16%20Q1%20Final.pdf> of over 769 communities in Pennsylvania that are protecting the environment and the health of their residents, particularly their youth.

It's easy to participate in *Young Lungs at Play!* The first step is to adopt a policy, ordinance or resolution that prohibits the use of tobacco products in parks, playgrounds, recreational fields or where children play.

The Pennsylvania DOH will support your community in its efforts to create tobacco-free policies by providing FREE *Young Lungs at Play* signs to be posted in designated tobacco free areas. The signs are attractive, self-enforcing and promote a positive tobacco free message.

We will also be happy to attend meetings to provide more information about this program and can assist with publicity and promotion.

Initiatives such as these are effective ways to limit exposure to the dangers of secondhand smoke and unattractive tobacco litter. Please contact me for more information about this valuable public health program. Thank you for your consideration.

Thurman Brendlinger
Clean Air Council
215-567-4004, Ext. 104



Pennsylvania's Diesel-Powered Motor Vehicle Idling Act (Act 124 of 2008)

Diesel vehicles are a significant source of emissions that contribute to elevated ozone and fine particulate concentrations in Pennsylvania. On Oct. 9, 2008, Governor Rendell signed Act 124, also called the Diesel-Powered Motor Vehicle Idling Act, which will reduce unnecessary idling of the main propulsion engine in diesel-powered motor vehicles, including trucks and buses. The Act became effective on Feb. 6, 2009. Act 124 prohibits the owners and drivers of any diesel-powered motor vehicle with a gross weight of 10,001 pounds or more engaged in commerce from causing the engine of the vehicle to idle for more than five minutes in any continuous 60-minute period, except as provided in the Act. In addition to vehicle drivers and owners, owners and operators of locations where subject vehicles load, unload or park are also responsible for compliance with Act 124. An owner or operator of a location where subject vehicles load or unload, or where 15 or more parking spaces are provided for vehicles subject to the Act, must erect and maintain at least one permanent sign to inform drivers that idling is restricted in Pennsylvania. The requirements of the law will not be incorporated into any permit issued by DEP.

While Act 124 preempts and supersedes local anti-idling ordinances or rules, more stringent idling restrictions imposed by counties of the first and second class (Allegheny and Philadelphia Counties) prior to Jan. 1, 2007, continue in full force and effect provided they are not amended, suspended or rendered invalid. Links to the anti-idling requirements in Philadelphia and Allegheny counties are available on DEP's Web site at www.dep.state.pa.us/dep/deputate/airwaste/aq/cars/idling.htm.

Q. What types of vehicles are exempt from the requirements of Act 124?

A. Motor homes, commercial implements of husbandry, implements of husbandry, farm equipment, and farm vehicles are not covered by Act 124. The definitions of these types of vehicles can be found in Title 75, Pennsylvania Consolidated Statutes, Section 102 (relating to definitions).

Q. What is meant by the term 'engaged in commerce' as used in Act 124?

A. A motor vehicle is "engaged in commerce" under Act 124 if it has a business name or logo visible on the outside of the vehicle. The term includes, but is not limited to, vehicles carrying a load or a trailer and vehicles on their way to pick up a load or trailer. School buses and other types of vehicles specifically referenced in the act are also considered to be "engaged in commerce" for purposes of Act 124. A diesel-powered motor vehicle used exclusively for private use is not considered to be engaged in commerce.

Q. Are there exemptions to allow idling longer than 5 minutes?

A. Yes. Buses, school buses and school vehicles may idle for 15 minutes in a continuous 60-minute period when passengers are aboard. Other exemptions address excess idling due to factors outside the drivers' control, such as traffic or mechanical issues. There are also exemptions addressing idling during maintenance, vehicle equipment inspection, and emergency or utility service functions and idling for security reasons. Additionally, the restriction on idling does not apply if a vehicle exhibits a label issued by the California Air Resources Board under 13 CCR §1956.8(a)(6)(C) showing the vehicle's engine meets the optional NOx idling emission standard. See the Act (Senate Bill 295, Printer's No. 2485) at www.legis.state.pa.us for the full listing and details of exemptions.

Q. Can trucks with sleeper-berths idle during mandated rest periods?

A. An occupied vehicle with a sleeper-berth may idle for the purpose of air conditioning or heating during a rest period if the outside temperature is below 40 degrees or greater than 75 degrees Fahrenheit at any time during the rest period. These vehicles may idle during the rest period if

they are parked any place the vehicle is legally permitted to park, and if the location is not equipped with stationary idle reduction technology available for use at the start of the rest period. This exemption expires May 1, 2010.

Q. Who is required to post permanent idling restriction signs?

A. Owners and operators of locations where subject vehicles load and unload, as well as owners and operators of locations that provide 15 or more parking spaces for subject vehicles, are required to post approved signs. Information for the approved sign format is available on the DEP's Web site at: www.dep.state.pa.us/dep/deputate/airwaste/aq/cars/idling.htm. Links available on the Web page direct you to PennDOT's Publication 236M, Sign R7-100, which is the PennDOT-approved sign. Signs must be manufactured by approved sign manufacturers; a link to a list of approved sign manufacturers is provided on the Web page.

Q. Who has the authority to enforce the idling restrictions imposed under Act 124?

A. DEP and state and local law enforcement officers are authorized to enforce Act 124 requirements.

Q. What are the penalties for violating the requirements of Act 124?

A. Drivers and owners of vehicles and owners and operators of locations where subject vehicles load or unload, or where 15 or more parking spaces are provided for vehicles subject to the Act, found to be in violation of this act commit a summary offense. A conviction will result in a fine ranging from \$150 to \$300, plus court costs. DEP is also authorized to assess civil penalties, not to exceed \$1,000 per day for each violation of Act 124, in accordance with the procedures and factors specified in Section 9.1 of the Pennsylvania's Air Pollution Control Act.

Q. What options are available to reduce idling?

A. The simplest way to reduce idling is to turn off the engine. Modern diesel engines do not require long warm-up or cool-down periods or constant idling in order to operate efficiently. The most common alternatives for main engine idling are auxiliary power systems and stationary idle reduction technologies. Auxiliary power systems are devices installed on vehicles to provide power for cabin temperature control and other electric needs typically provided by main engine idling. Stationary idle reduction technology provides some type of plug-in system at locations where subject vehicles park.

If you have questions on Act 124, please contact the Pennsylvania DEP, Bureau of Air Quality, by telephone at 717-787-9495 or visit DEP's Web site at: www.dep.state.pa.us/dep/deputate/airwaste/aq/cars/idling.htm.

If you believe someone is idling illegally, you can reach a DEP Regional Office by calling the statewide Citizen's Complaint Line toll free at 1-866-255-5158. You may also contact local or state law enforcement officials with idling complaints. State police telephone numbers are available on the Pennsylvania State Police Web site at: www.psp.state.pa.us/. Local law enforcement non-emergency numbers can be found in the local telephone book.

For more information, visit www.depweb.state.pa.us, keyword: Idling.